Amendments to the Claims:

1. (Original) A transporter for transporting a first user and at least one additional rider over a surface, the transporter comprising:

a first support platform for supporting the first user, the first support platform having left and right sides and defining a fore-aft vertical plane and a lateral plane;

at least one ground-contacting element coupled to the first support platform such that the first support platform is capable of tilting in the fore-aft plane about a tilt axis;

a motorized drive arrangement for driving the at least one ground-contacting element so as to cause locomotion of the transporter;

a controller for commanding the motorized drive arrangement, the controller configured so that at least one of fore and aft sustained motion of the transporter is based at least on fore-aft tilting of the first support platform; and

one or more passenger platforms for supporting the at least one additional rider.

2. (Original) The transporter according to claim 1, wherein at least one of the passenger platforms is pivotally coupled to the first support platform in such a manner that fore-aft tilting of the first support platform is substantially independent of the passenger platforms.

3. (Original) The transporter according to claim 1, wherein the first support platform includes a pivot member characterized by a pivot axis proximate to said tilt axis for coupling at least one of the passenger platforms to the first support platform, the pivot axis being perpendicular to the fore-aft plane.

4. (Previously Amended) The transporter according to claim 3, wherein the pivot axis coincides with the tilt axis.

5. (Original) The transporter according to claim 1, wherein at least one of the passenger platforms includes an arm having an end for coupling to the pivot member.

6. (Original) The transporter according to claim 5, wherein the arm is shaped to avoid contact with the first platform when the first platform is tilting.

7. (Original) The transporter according to claim 1, wherein at least one auxiliary ground-contacting element is coupled to each of the passenger platforms.

8. (Original) The transporter according to claim 7, wherein the at least one auxiliary ground-contacting element is a wheel.

9. (Original) The transporter according to claim 7, wherein the wheel can swivel about a vertical axis in response to turns made by the transporter.

10. (Original) The transporter according to claim 7, wherein weight of a rider on one of the passenger platforms is borne primarily by the at least one auxiliary ground-contacting element.

11. (Original) The transporter according to claim 7, wherein the at least one auxiliary ground-contacting element is one of a ski and a skid.

12. (Original) The transporter according to claim 1, wherein at least one passenger platform includes at least one seat.

13. (Original) The transporter according to claim 1, wherein at least one of the passenger platforms is coupled to the first platform via a ball joint.

14. (Original) The transporter according to claim 1, wherein at least one of the passenger platforms is coupled to the first platform via a U-joint.

15. (Original) The transporter according to claim 1, wherein at least one of the passenger platforms includes a substantially vertical support column.

16. (Withdrawn) The transporter according to claim 1, wherein at least one of the passenger platforms includes both a right support platform for supporting a rider's first foot, and a left support platform for supporting the rider's second foot.

17. (Original) The transporter according to claim 1, wherein the controller commands the motorized drive arrangement such that stability of the first support platform is dynamically maintained.

18 – 23 (withdrawn)

24. (Original) A method of using a transporter to transport a first user and at least one rider over a surface, the method comprising:

supporting the user on a first support platform, the first support platform defining a fore-aft vertical plane and a lateral plane, the first support platform coupled to at least one ground-contacting element such that the first support platform is capable of tilting in the fore-aft plane;

supporting the at least one rider on one or more passenger platforms; and

controlling a motorized drive arrangement coupled to the at least one ground-contacting element such that sustained motion of the transporter is based at least on fore-aft tilting of the first support platform.

25. (Original) The method according to claim 24, wherein controlling the motorized drive arrangement is based at least on maintaining dynamic stability of the first support platform.

26. (Original) The method according to claim 24, further including attaching at least one of the passenger platforms to the first support platform such that fore-aft tilting of the first support platform is substantially independent of the at least one of the passenger platforms.

27. (Original) The method according to claim 24, further including attaching at least one

auxiliary ground unit to at least one of the passenger platforms.

28 - 29 (Withdrawn)